

**ORDER**

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

6030.20E

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ELECTRICAL POWER POLICY

SUBJ:

1. PURPOSE. This order establishes policy, assigns responsibilities, and provides implementation guidelines for electrical power systems supporting the National Airspace System (NAS).

\* 2. DISTRIBUTION. This order is distributed to branch level in the Office of System Engineering and Program Management, Program Engineering Service, Systems Maintenance Service, Automation Service, Air Traffic Plans and Requirements Service, Office of Airport Planning and Programming, Office of Airport Standards, Aviation Standards National Field Office, Office of Aviation Policy and Plans, Office of International Aviation, and Office of Flight Standards in Washington headquarters; to division level in the regional Airway Facilities, Airports, and Air Traffic divisions; to the director level at the Federal Aviation Administration (FAA) Technical Center and Mike Monroney Aeronautical Center; and to all Airway Facilities sectors, sector field offices, sector field units, and sector field office units.

3. CANCELLATION. Order 6030.20D, Electrical Power Policy, dated 8/7/85, is canceled. \*

4. BACKGROUND. The primary source of electrical power for NAS facilities is furnished by the public utility companies, and backup electrical power source is provided by FAA through engine generators and/or batteries to ensure continued service in the event of primary power outages. Several factors, including the quality and high cost of public utility power, introduction of solid-state equipment, forthcoming changes in operational and maintenance procedures for the facilities, and availability of advanced technologies in power-generating systems make it necessary to reassess the current policy for providing electrical power. The policy and implementation guidelines provided herein address these factors and require procedures that will ensure that electrical power meets changing conditions on an individual facility basis.

5. EXPLANATION OF CHANGES. This revision implements only the delegation of authority recommendations of the Secretary's Task Force on Internal Reports of the FAA as it relates to straightlining of regional divisions. This revision has not changed established policy.

6. POLICY.

a. All facilities in the NAS shall utilize the most economical and efficient electrical power sources available for the safe and expeditious movement of air traffic. These sources, or a combination of sources, shall provide the degree of overall service reliability which is compatible with

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Initiated By: ASM-240

8. RESPONSIBILITIES.a. The Systems Maintenance Service:

(1) Develops policies, standards, and systems approach guidance to all services and offices to ensure uniform application of this policy and reviews and coordinates for the approval of new and/or proposed changes to the designated CPA.

(2) Issues directives to ensure uniform application of this policy for all facilities.

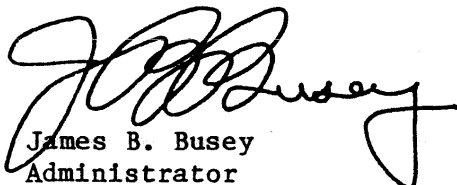
b. The Air Traffic Plans and Requirements Service identifies and coordinates air traffic operational requirements with all services or offices affected by this order.

c. Office of Airport Safety and Standards issues the appropriate guidelines to ensure implementation of this policy for facilities funded under the Airport Improvement Program.

d. The Flight Standards Service coordinates flight operational requirements with other services and offices affected by this order.

\* e. The regional Airway Facilities divisions provide all necessary field and technical support to the aforementioned offices for recommending modifications and power sources, or combinations thereof, based on knowledge of local conditions and facility performance requirements, quality of power sources available, and changing conditions. \*

f. The Mike Monroney Aeronautical Center and FAA Technical Center provide all necessary technical and training support to the aforementioned offices.

  
James B. Busey  
Administrator

APPENDIX 1. CONTINUOUS POWER AIRPORTS  
AND DESIGNATED CPA RUNWAY

Albuquerque (ABQ)	(8)	Milwaukee (MKE)	(1)
Andrews AFB (ADW)	(1L)	Minneapolis (MSP)	(29L)
Atlanta (ATL)	(9R)	Nashville (BNA)	(2L)
Baltimore (BAL)	(10)	Newark (EWR)	(4R)
Bismarck (BIS)	(30)	New Orleans (MSY)	(10)
Boise (BOI)	(10R)	New York (JFK)	(4R)
Boston (BOS)	(4R)	New York (LGA)	(22)
Chicago (ORD)	(14R)	Oklahoma City (OKC)	(35R)
Charlotte (CLT)	(36L)	Omaha (OMA)	(14R)
Cincinnati (CVG)	(36)	Ontario, California (ONT)	(26L)
Cleveland (CLE)	(5R)	Philadelphia (PHL)	(9R)
Dallas/Fort Worth (DFW)	(17L)	Phoenix (PHX)	(8R)
Denver (DEN)	(35R)	Pittsburgh (PIT)	(10L)
Des Moines (DSM)	(30R)	Reno (RNO)	(16R)
Detroit (DTW)	(3L)	Salt Lake City (SLC)	(34L)
El Paso (ELP)	(22)	San Antonio (SAT)	(12R)
Great Falls (GTF)	(3)	San Diego (SAN)	(9)
Houston (IAH)	(8)	San Francisco (SFO)	(28R)
Indianapolis (IND)	(4L)	St. Louis (STL)	(30R)
Jacksonville (JAX)	(7)	Seattle (SEA)	(16R)
Kansas City (MCI)	(19R)	Tampa (TPA)	(36L)
Los Angeles (LAX)	(24R)	Tulsa (TUL)	(35R)
Memphis (MEM)	(35L)	Washington (DCA) (Nat'l)	(36)
Miami (MIA)	(9L)	Washington (IAD) (Dulles)	(1R)
		Wichita (ICT)	(01L)

**CHANGE**

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

6030.20E CHG 1

**DOCUMENTATION CONTROL CENTER**

7/12/91

VAR 10 1573

SUBJ: ELECTRICAL POWER POLICY

1. PURPOSE. This change transmits a revised Appendix 1, Continuous Power Airports and Designated CPA Runway.
2. EXPLANATION OF CHANGE. The runway at Houston (IAH) is changed from 8 to 26.
3. DISPOSITION OF TRANSMITTAL. After filing the revised appendix 1, this change transmittal should be retained.

**PAGE CONTROL CHART**

Remove Page	Dated	Insert Page	Dated
Appendix 1	8/7/85	Appendix 1	7/12/91

*David F. Morse*  
David F. Morse  
Director, Systems  
Maintenance Service

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Initiated By: ASM-140

7/12/91

6030.20E CHG 1  
Appendix 1

APPENDIX 1. CONTINUOUS POWER AIRPORTS  
AND DESIGNATED CPA RUNWAY

<u>AIRPORT</u>	<u>RUNWAY</u>	<u>AIRPORT</u>	<u>RUNWAY</u>
Albuquerque (ABQ)	(08)	Milwaukee (MKE)	(01)
Andrews AFB (ADW)	(01L)	Minneapolis (MSP)	(29L)
Atlanta (ATL)	(09R)	Nashville (BNA)	(02L)
Baltimore (BAL)	(10)	Newark (EWR)	(04R)
Bismarck (BIS)	(30)	New Orleans (MSY)	(10)
Boise (BOI)	(10R)	New York (JFK)	(04R)
Boston (BOS)	(04R)	New York (LGA)	(22)
Chicago (ORD)	(14R)	Oklahoma City (OKC)	(35R)
Charlotte (CLT)	(36L)	Omaha (OMA)	(14R)
Cincinnati (CVG)	(35)	Ontario, CA (ONT)	(26L)
Cleveland (CLE)	(05R)	Philadelphia (PHL)	(09R)
Dallas/Fort Worth (DFW)	(17L)	Phoenix (PHX)	(08R)
Denver (DEN)	(35R)	Pittsburgh (PIT)	(10L)
Des Moines (DSM)	(30R)	Reno (ENO)	(16R)
Detroit (DTW)	(03L)	Salt Lake City (SLC)	(34L)
El Paso (ELP)	(22)	San Antonio (SAT)	(12R)
Great Falls (GTF)	(03)	San Diego (SAN)	(09)
Houston (IAH)	(26)	San Francisco (SFO)	(28R)
Indianapolis (IND)	(04L)	St. Louis (STL)	(30R)
Jacksonville (JAX)	(07)	Seattle (SEA)	(16R)
Kansas City (MCI)	(19R)	Tampa (TPA)	(36L)
Los Angeles (LAX)	(24R)	Tulsa (TUL)	(35R)
Memphis (MEM)	(35L)	Washington (DCA) (Nat'l)	(36)
Miami (MIA)	(09L)	Washington (IAD) (Dulles)	(01R)
		Wichita (ICT)	(01L)